

## AUTO NEWS OF THE DAY

Boillot May Race at Brighton Beach on Saturday.

## PEUGEOT CARS ENTERED.

Burman Will Forfeit Remy Brassard Heat and Will Run It Over.

It was reported yesterday afternoon that three Peugeot cars which have been entered in the Milwaukee races, and which will arrive from Europe to-morrow night, have been nominated for the Brighton Beach automobile races of next Saturday afternoon. One of the cars is the French Grand Prix winner, and will be piloted by Georges Boillot, who also drove the speed creation in the foreign event. The other drivers are Goux and Zuccarelli, both having many foreign victories to their credit.

Paul Lacroix, the American agent for the Peugeot car, who entered the trio, states that he has arranged with the United States customs officials to have the machines passed through the clearing house without delay, so that the foreign cracks will have an opportunity to practice on Saturday morning. Boillot sent a wireless message to Mr. Lacroix that he is willing to meet Bob Burman in a match race, so that Saturday's affair on the local mile track will take on an international flavor. On Sunday the cars will be shipped to Milwaukee.

Yesterday afternoon, piloting his 200-horsepower Jumbo Benz, Bob Burman in unofficial practice was timed at 45.1-5 seconds for the mile. The track was still in a soggy condition on the backstretch, but with favorable weather between now and Saturday the circuit should be lightning fast, and no doubt the world's track record for a mile will be considerably lowered. The present mark is 46.62 seconds.

Dave Lewis, driver of the Stutz, which won one of the events at the Brighton Beach track last Monday, thinks that he can trim the Cutting next Saturday afternoon in the Marathon event, if the race is staged at fifty miles. Burman is anxious to accommodate him, and Kyle, who took second in the event, is spilling for another crack at both Burman and Lewis. For his first appearance here Kyle made a decided hit with the crowd who braved the elements.

Burman has agreed to forfeit his win of the first heat of the Remy Brassard race and to run the entire three heats over on Saturday afternoon. The free-for-all handicap was not run, and this added event promises to be a thriller, as the added event promises to be a thriller, as the added event promises to be a thriller.

Burman is spending all his spare time working on the track. The nuts will be rack ballasted and the surface groomed for record work. Meneghetti promises to have the big Zusta in shape for the meet. The car was taking its preliminary last Saturday, having been in the hands of the South American for only two days previous to the events. Meneghetti has worked day and night to get it into shape, and he expects to perform to the surprise of those of his friends who were disappointed at his recent showing.

## PRIVILEGES FOR AUTOISTS

New Duty Rule Facilitates Touring Across the Borders.

Washington, Sept. 4.—A new code of regulation governing the exportation and entry of automobiles, motorcycles, aeroplanes, etc., designed especially to facilitate touring across the Canadian and Mexican borders, has been promulgated by the Treasury Department. It embraces many of the old rules, but provides for a system of inspection certificates and bonding of foreign cars brought in for touring, and lays down a flat duty that all repairs or improvements made on cars when abroad, beyond those incident to running the machines, shall be charged 45 per cent ad valorem.

All automobiles returning after touring abroad and all brought into this country purely for touring will be admitted without duty. All automobile owners, however, are required to go to the first custom house available for inspection and passing of their machines. Automobiles, bicycles, airships and racing shells may remain six months under a free admission privilege.

## FOG HALTS WORK ON RANGE

Matches Postponed in Shooting Tournament at Sea Girt.

Sea Girt, N. J., Sept. 4.—Dense fog proved an unconquerable handicap to-day to the competitors in the Sea Girt shooting tournament. From early morning it was impossible, except for short intervals, to see the targets through the dense mist. It was well along toward noon before it was possible to start the enlisted men's team match, scheduled for 9 o'clock. Nine teams of six men each reported for the event and managed to complete the first of the two stages, each competitor firing ten shots at 600 yards. Massachusetts and the District of Columbia each scored 29 out of a possible 300 and are tied for the lead. It is hoped to complete the remaining stage of the match, 1,000 yards, to-morrow.

Only a few relays succeeded in shooting before the fog closed down on the targets in the marine corps match, an individual competition open to everybody.

## WOMEN'S TITLE AT STAKE

Programme Out for National Tournament in Golf.

Women golfers will soon be occupying the centre of attraction, for their national championship tournament is scheduled to be held over the links of the Essex County Country Club, Manchester, Mass., September 20 to October 5. All women golfers belonging to clubs affiliated with the United States Golf Association are eligible, according to the official programme, received last night.

The qualifying round will be decided on Monday, September 20, the thirty-two players having the lowest scores continuing at match play for the title. The first match round is scheduled to begin on Tuesday morning, with one round on each of the following days, the final being on Saturday. In each instance eighteen holes will be played.

Wood medals are offered, a gold medal for the champion, the Robert "Gos" cup to the club from which the champion enters, a silver medal for the runner up and a bronze medal to each of the other semi-finalists. The entries will close at 6 p. m. on Monday, September 23, with the secretary, at No. 70 East 45th street, this city.

## A Few New York

## Stearns-Knight

## Owners

Charles G. Gates  
H. H. Rogers, Jr.  
F. W. Wurster  
J. Parker Kirlin  
George B. Agnew  
George Notman  
W. A. Harriman  
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W. Dixon Ellis  
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Dr. Wm. Tod Helmuth  
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Judge Peter T. Barlow  
G. A. Huhn, Jr.  
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Dr. Henry Pearson  
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George R. Mackenzie  
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Bernard Rentrop  
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T. J. Clark  
W. W. Vincent  
W. W. Vandenberg  
Jacob S. Bretz  
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Dr. St. George Fechtig  
Robert Dunn  
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T. J. Tamura  
E. L. Rossiter  
J. F. Ahearn  
F. A. Stowell  
B. M. Higginson  
Charles O. Bauman  
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P. L. Corker  
E. L. Scofield  
W. L. Mitchell  
W. W. Cohen  
E. E. Moore  
I. A. Hall  
S. A. Miller  
W. L. Sheaffer  
L. W. Faber  
Stewart Hartshorn  
Daniel H. Myers  
Albert J. Newton  
Augustine Sackett  
Mrs. E. S. Williams  
E. H. Cook  
Ira L. Hill  
D. C. Townsend  
Rae H. Rogers  
A. W. Ferguson  
W. C. Baker  
J. A. Mayers  
W. M. Harris  
I. Cornell Remsen  
A. E. Kazan  
P. J. F. Kraemer  
S. H. Harris  
E. A. Gillespie  
M. M. Hart

# First New Series Stearns Models Are Being Delivered



¶ The New Series of Stearns-Knight cars reached New York last week and are now being delivered. They embrace five and seven-passenger touring cars, four-passenger light touring cars, four-passenger toy tonneau runabouts and three-passenger roadsters. The new models are in every respect the finest Stearns cars ever built.

¶ Mechanically there have been but few changes, and these of minor importance. The perfect satisfaction given by a thousand of these cars in the hands of owners last year and the millions of road miles covered have conclusively proved the Stearns-Knight sleeve valve motor.

¶ No more flattering tribute could be paid than has voluntarily been given by hundreds of these Stearns owners. The Stearns-Knight has in one year taken the commanding position of the leading Knight-motored car, for the combination of Stearns and Knight has given the world a machine as close to the motorists' ideal as a car can be made.

¶ The New Series models differ from the Summer series in body designs and finish. All models are now of the flush-sided straight line type, with clear running boards and tires carried at the rear. The self-starter added to the new series makes the equipment the most complete found on any car. There is nothing to be added.

## The New Series Cars in Detail

¶ The New Series Stearns-Knight cars differ from the last series only in body design, finish, equipment, etc.

¶ Mechanically, there are but few changes. The use of a thousand of these cars in the hands of owners has proved the chassis thoroughly.

¶ Noticeable changes have been made in the body construction. All models are of the flush-sided, straight line type. The upholstery is thick, deep and luxurious, and the remarkable riding qualities of the car are even more apparent.

¶ Control levers on all models are inside. Tires are carried at the rear—the running boards have been cleared of battery and tool boxes.

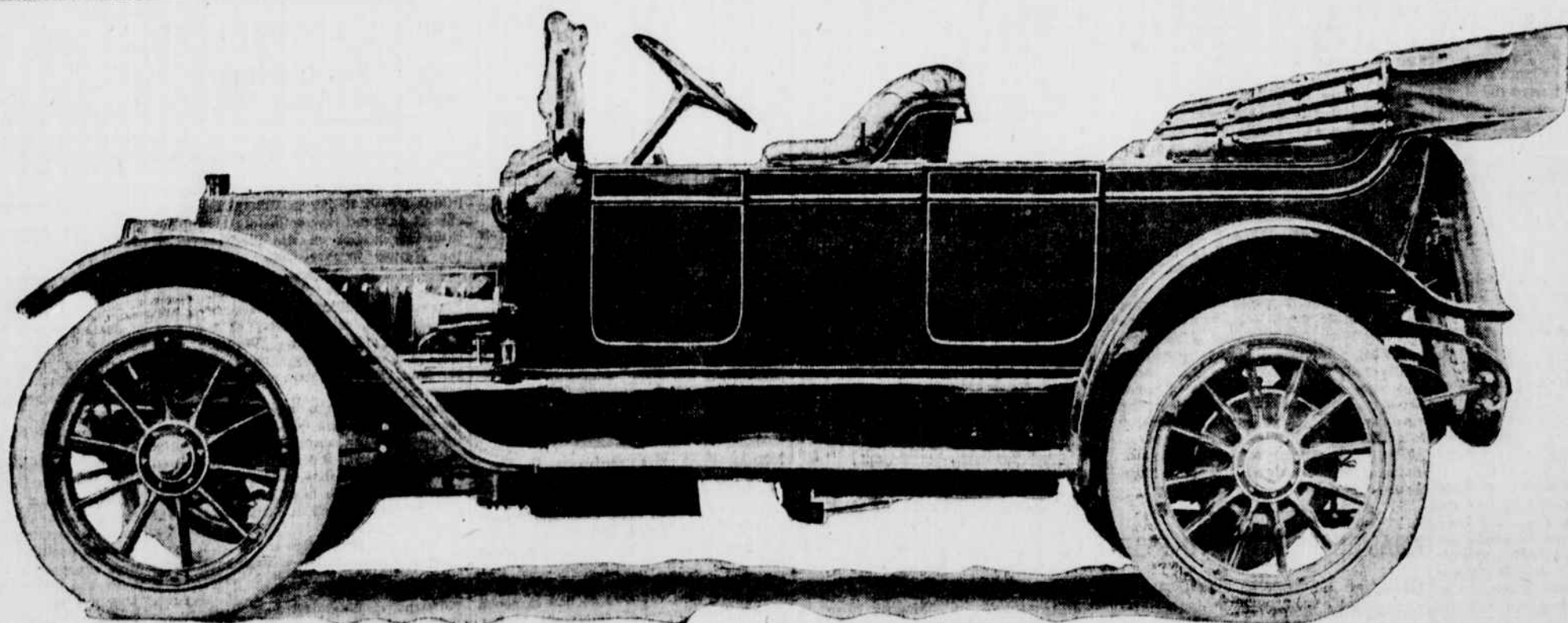
¶ The equipment has been made absolutely complete in every detail, including self-starter and electric generator lighting system.

¶ The new cars retain the flexibility, power, silence and wonderfully easy riding qualities which have served to distinguish the Stearns-Knight from the first. The deep, luxurious upholstery, backed by pillow springs and resilient curled hair, greatly aids the long wheel base and flexible springs in smoothing out the roughest roads. When these wonderful riding qualities are coupled with the powerful, silent, "silky" pull of the sleeve valve motor, the effect cannot be equalled by any car, bar none. A full week's run in one of the New Series cars leaves the driver and passengers as comfortable and refreshed as at the end of a short spin through the park.

¶ And remember that the vibration, noise, clattering of valves, wear and "pounding" of the poppet valve type motor are entirely eliminated. The sleeve valve has freed the motorist from these always-attendant complications.

¶ As in previous years, Stearns cars this season are built in Series. Years ago we abandoned the "season model" idea. Since then many manufacturers have followed our example. The purchaser of a Stearns car is secure in the knowledge that his machine will not be depreciated 25% to 50% in value in a year's time by the announcement of a "1914 model." When Stearns engineers work out an improvement it is added to the car at once. Nothing is held back to be used in a year's time as a "selling feature." That is why Stearns cars, no matter when purchased, are always the most efficient, complete, and satisfactory models to be found anywhere. These things are worth the earnest consideration of every motorist.

## Our Demonstrators Are At Your Service



Stearns-Knight Five-Passenger Touring Car, \$3,750.00, Complete

Equipment includes self-starter, electric generator lighting system, Stearns silk mohair top, wind shield, Werner Auto-Meter, Klaxon and bulb horns, demountable rims, footrest, robe rail, muffler, cut-out, tire irons.

# The F. B. Stearns Company of New York

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Broadway at Fifty-Seventh Street

Phone Columbus 7600

Aymar & Bradley Co., 299-307 Central Ave., Newark, Distributors for Northern New Jersey